

ANNEXATION RESOLUTION NO. R- 40-94

A RESOLUTION of the Common Council  
setting forth the policy of the  
City in regard to the Acura/Chey  
Annexation.

WHEREAS, the annexation of territory to the City  
of Fort Wayne is a legislative function; and

WHEREAS, the Common Council of the City of Fort  
Wayne is called upon in the preparation of the City  
budget to provide for the furnishing of municipal  
services to the entire City, including newly annexed  
areas; and

WHEREAS, the Common Council of the City of Fort  
Wayne has before it an Ordinance for the annexation of  
the Acura/Chevy Annexation Area, more specifically  
described as follows, to-wit:

Part of the SW 1/4 of Section 5, T30N, R12E, 2nd P.M,  
Wayne Civil Township, Allen County, Indiana, and part  
of the SE 1/4 of Section 6, T30N, R12E, 2nd P.M., Wayne  
Civil Township, Allen County, Indiana, containing 61.4  
acres, more or less, and more particularly described as  
follows:

Beginning at the intersection of the east line of the  
SE 1/4 of Section 6, T30N, R12E, 2nd P.M., Allen  
County, Indiana, said line also being the East line of  
Ansley Acres (Plat Book 10B, pages 54-55, Office of the  
Allen County Recorder) with the northerly right of way  
of Illinois Road (formerly Indiana State Road 14,  
Project No. S-387 (4), 1963); thence westerly along the  
northerly right of way of Illinois Road, said line also  
being on the boundary of the Magnavox Way Annexation  
Area (Ordinance No. X-03-82), to the westerly right of  
way of Ansley Drive (Plat Book 10B, pages 54-55, Office  
of the Allen County Recorder and Indiana State Road 14,  
Project No. S-387 (4), 1963) and also being on the  
boundary of the Auto Mall Annexation Area (Ordinance  
No. X-03-93); thence northeasterly and northerly along  
the westerly right of way line of Ansley Drive and also  
being on the boundary of the Auto Mall Annexation Area  
(Ordinance No. X-03-93) to the southeast corner of Lot  
44, Ansley Acres; thence easterly along the southerly  
line of Lot 44, Ansley Acres extended easterly and the  
southerly line of Lot 9, Ansley Acres to the southeast  
corner of Lot 9, Ansley Acres; thence northerly along  
the east line of Ansley Acres, said line also being the  
west line of the SW 1/4 of Section 5, T30N, R12E, 2nd  
P.M., Allen County, Indiana to the north line of the SW  
1/4 of Section 5, T30N, R12E, 2nd P.M., Allen County,  
Indiana; thence easterly along the north line of the SW  
1/4 of said Section 5 to the south right of way of the  
Consolidated Rail Corporation (formerly the  
Pennsylvania Rail Road); thence southeasterly along the



1 south right of way of the Consolidated Rail Corporation  
2 to a point 496.43 feet normal distance east of the west  
3 line of the SW 1/4 of said Section 5; thence southerly  
4 parallel with and 496.43 feet normal distance east of  
5 the west line of the SW 1/4 of said Section 5 to the  
6 north line of LaGro Reserve in T30N, R12E, 2nd P.M.,  
7 Allen County, Indiana; thence easterly along the north  
8 line of said LaGro Reserve to a point 117.41 feet west  
9 of the northwest corner of Lot 9, Samuel Edsall's  
10 Subdivision of LaGro (Deed Record 30, page 160, Office  
11 of the Allen County Recorder) thence southerly parallel  
12 with the west line of Lot 9, Samuel Edsall's  
13 Subdivision of LaGro and along the westerly line of  
14 Tract Number 4, Tract Number 15, Tract Number 16, Tract  
15 Number 17 and Tract Number 18 as shown on a Certificate  
16 of Survey by W. Carlisle Duell dated July 24, 1940  
17 (Plat Book 21A, page 8, Office of the Allen County  
18 Recorder) and said westerly line extended northerly, to  
the northwest corner of Tract Number 16 on said W.  
Carlisle Duell Survey; thence easterly along the north  
line of said Tract Number 16 and said north line  
extended easterly to the easterly right of way of LaGro  
Drive; thence southerly along the easterly right of way  
of LaGro Drive to the northwest corner of Tract Number  
10 in said W. Carlisle Duell Survey, thence easterly  
along the northerly line of said Tract Number 10 to the  
westerly line of Didier's Subdivision of LaGro Reserve  
(Deed Record 64, page 172, Office of the Allen County  
Recorder); thence southerly along the westerly line of  
Didier's Subdivision of LaGro Reserve to the northerly  
right of way of Illinois Road (formerly Indiana State  
Road 14, Project No. S-387 (4), 1963) and also being on  
the boundary of the Times Corner Annexation Area  
(Ordinance No. X-21-68); thence westerly along the  
northerly right of way of Illinois Road and the  
boundary of the Times Corner Annexation Area to the  
point of beginning.

19 BE IT THEREFORE, RESOLVED BY THE COMMON COUNCIL OF  
20 THE CITY OF FORT WAYNE, INDIANA:

21 SECTION 1. That in the case of the Acura/Chevy  
22 Annexation Area, it is the policy of the City of Fort  
23 Wayne to follow the provisions of Section 1.1 of  
24 Chapter 2 of the Municipal Code of the City of Fort  
25 Wayne, Indiana of 1974, as amended, with regards to the  
26 provision of non-capital and capital services to the  
27 annexation area.

28 SECTION 2. That it is the policy of the City of  
29 Fort Wayne to follow the annexation fiscal plan for  
30 said described territory, as prepared by the Division  
31 of Community and Economic Development which is  
32 incorporated herein. Two copies of said plan are on  
file in the office of the Clerk of the City of Fort



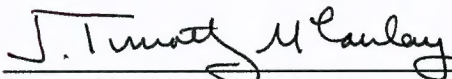
Wayne and are available for public inspection as required by law.

SECTION 3. That said plan sets forth cost estimates of the services to be provided, the methods of financing these services, the plan for the organization and extension of these services, delineates the non-capital improvement services to be provided within one (1) year of annexation, the capital improvement services to be provided within three (3) years of annexation, and the plan for hiring employees of other governmental entities whose jobs will be eliminated by this annexation.

SECTION 4. That, after adoption and any and all necessary approval by the Mayor, this Resolution shall be in full force and effect.

  
COUNCIL MEMBER

APPROVED AS TO FORM AND LEGALITY

  
J. TIMOTHY MCCAULAY, CITY ATTORNEY

Read the first time in full and on motion by Basil A. Auer, seconded by \_\_\_\_\_, and duly adopted, read the second time by title and referred to the Committee on Regulations (and the City Plan Commission for recommendation) and Public Hearing to be held after due legal notice, at the Common Council Conference Room 128, City-County Building, Fort Wayne, Indiana, on \_\_\_\_\_, the \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_, at \_\_\_\_\_ o'clock \_\_\_\_\_ M., E.S.T.

DATED: 6-14-94

Sandra E. Kennedy  
SANDRA E. KENNEDY, CITY CLERK

Read the third time in full and on motion by Ravine, seconded by \_\_\_\_\_, and duly adopted, placed on its passage. PASSED ~~lost~~ by the following vote:

|             | AYES     | NAYS | ABSTAINED | ABSENT |
|-------------|----------|------|-----------|--------|
| TOTAL VOTES | <u>9</u> |      |           |        |
| BRADBURY    | <u>✓</u> |      |           |        |
| EDMONDS     | <u>✓</u> |      |           |        |
| GIAQUINTA   | <u>✓</u> |      |           |        |
| HENRY       | <u>✓</u> |      |           |        |
| LONG        | <u>✓</u> |      |           |        |
| LUNSEY      | <u>✓</u> |      |           |        |
| RAVINE      | <u>✓</u> |      |           |        |
| SCHMIDT     | <u>✓</u> |      |           |        |
| TALARICO    | <u>✓</u> |      |           |        |

DATED: 6-28-94

Sandra E. Kennedy  
SANDRA E. KENNEDY, CITY CLERK

Passed and adopted by the Common Council of the City of Fort Wayne, Indiana, as (ANNEXATION) \_\_\_\_\_ (APPROPRIATION) \_\_\_\_\_ (GENERAL) \_\_\_\_\_

(SPECIAL) \_\_\_\_\_ (ZONING) \_\_\_\_\_ ORDINANCE RESOLUTION NO. 09-40-94  
on the 25th day of June, 1994

ATTEST:

(SEAL)

Sandra E. Kennedy  
SANDRA E. KENNEDY, CITY CLERK

Cletus R. Edmonds  
PRESIDING OFFICER

Presented by me to the Mayor of the City of Fort Wayne, Indiana, on the 25th day of June, 1994, at the hour of 2:00 o'clock P. M., E.S.T.

Sandra E. Kennedy  
SANDRA E. KENNEDY, CITY CLERK

Approved and signed by me this 30th day of June, 1994, at the hour of 12:30 o'clock P. M., E.S.T.

Paul Helmke  
PAUL HELMKE, MAYOR





# The City of Fort Wayne

Paul Helmke, Mayor

94-06-12

TO: City Council Members  
FROM: Alan Tepfer, Planner II  
SUBJECT: Acura/Chevy Annexation  
DATE: June 3, 1994

Q-94-06-12

\*\*\*\*\*

Attached are copies of the fiscal plan for the Acura/Chevy Annexation. The Acura/Chevy Annexation covers approximately 62 acres, contains 11 housing units and is 100 percent commercially zoned. It is over 24 percent contiguous to the city limits of Fort Wayne. The area has an assessed value of over \$3,013,970 and will generate a net revenue estimated at \$161,975 during the first five years it is incorporated into the City.

After considering the circumstances within the Acura/Chevy Annexation area, it's proximity and similarity to the Auto Mall Annexation area, the City of Fort Wayne has decided to offer property owners the same deferred date of annexation of February 28, 1995. Additionally, the city is offering the same tax abatement of 66% for the first year taxes due in 1996 and a tax abatement of 33% for taxes due in 1997.

Please feel free to contact Alan Tepfer at 427-1140 should you have any questions or concerns about this annexation.

BILL NO. R-94-06-12

REPORT OF THE COMMITTEE ON  
REGULATIONS  
REBECCA J. RAVINE - MARK E. GIAQUINTA - CO-CHAIR  
DONALD J. SCHMIDT  
JANET G. BRADURY

WE, YOUR COMMITTEE ON REGULATIONS TO WHOM WAS

REFERRED AN (~~ORDINANCE~~) (RESOLUTION) setting forth the policy  
of the City in regard to the Acura/Chevy Annexation

HAVE HAD SAID (~~ORDINANCE~~) (RESOLUTION) UNDER CONSIDERATION  
AND BEG LEAVE TO REPORT BACK TO THE COMMON COUNCIL THAT SAID  
(~~ORDINANCE~~) (RESOLUTION) \_\_\_\_\_

| <u>DO PASS</u> | <u>DO NOT PASS</u> | <u>ABSTAIN</u> | <u>NO REC</u> |
|----------------|--------------------|----------------|---------------|
| _____          | _____              | _____          | _____         |
| _____          | _____              | _____          | _____         |
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| _____          | _____              | _____          | _____         |
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| _____          | _____              | _____          | _____         |

DATED:

Sandra E. Kennedy  
City Clerk



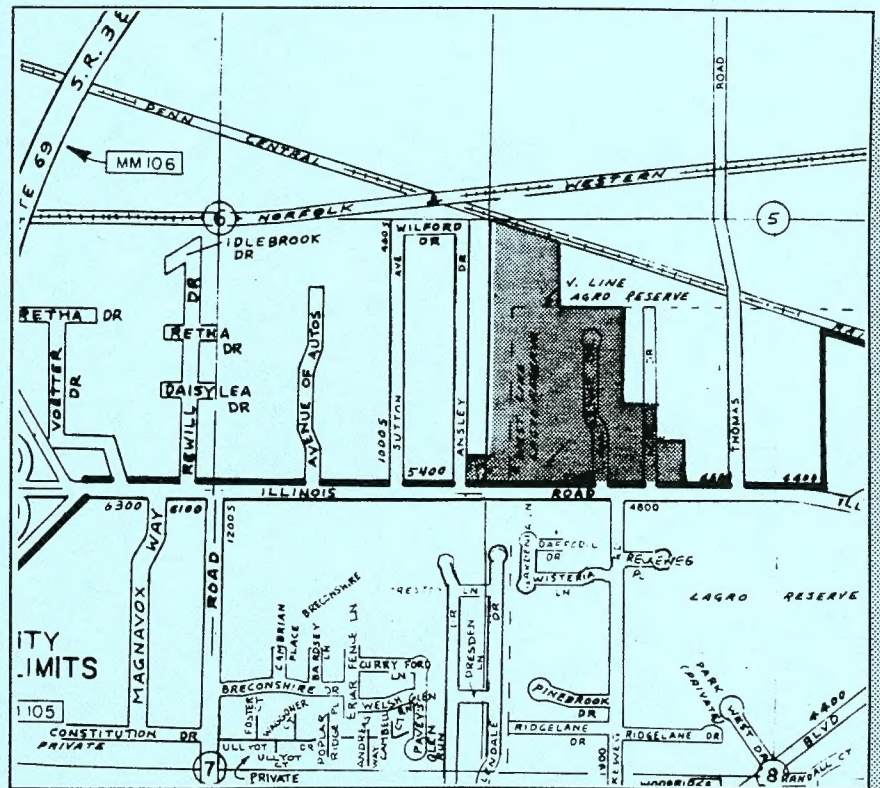
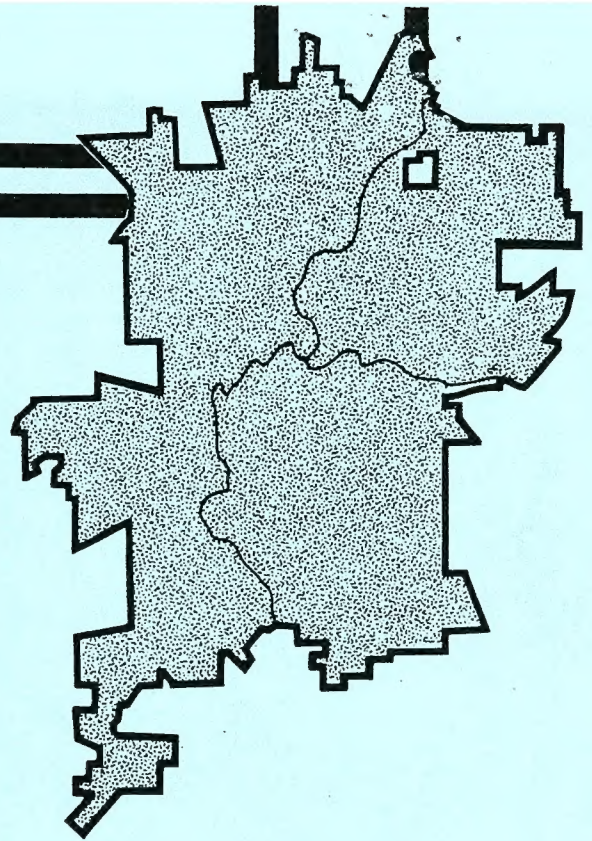
# FISCAL PLAN

CITY OF FORT WAYNE  
PAUL HELMKE, MAYOR

June 1994

Acura / Chevy  
Annexation

COMMUNITY & ECONOMIC  
**C&ED**  
DEVELOPMENT



ADMINISTRATION AND POLICY DIRECTION

Paul Helmke  
Mayor  
City of Fort Wayne

Gregg LaMar  
Director  
Division of Community and Economic Development

Gary Stair  
Director of Planning

Fort Wayne City Plan Commission  
Mel Smith, President  
Ernest Evans, Vice President  
Carol Kettler Sharp, Secretary  
James Hoch  
Thomas Quirk  
Charles Layton  
David Ross  
Mark GiaQuinta  
Vicky VerPlanck

RESEARCH AND PREPARATION

Alan Tepfer, Planner II  
Pamela Holocher, Planner III



## INTRODUCTION

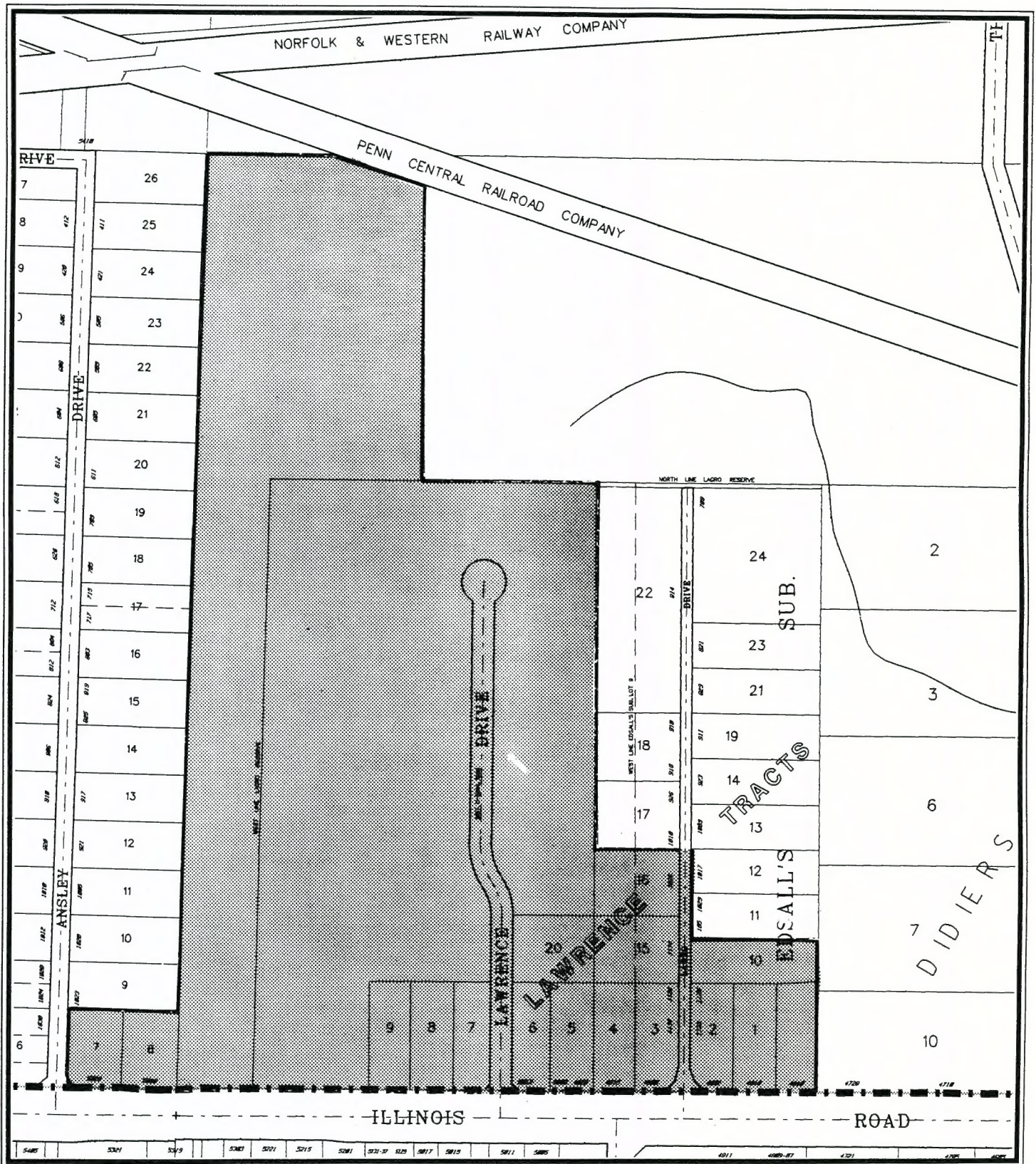
Over the past 20 years, the City of Fort Wayne has been pursuing a vigorous policy for annexing land adjacent to its corporate limits. This proposal is a logical continuation of this policy.

This fiscal plan outlines the applicable state legislation in respect to the annexation of commercial land and explains how the Acura/Chevy annexation area conforms to the state law requirements. The plan also provides basic data about the area, describes the services which will be furnished to the area upon annexation by the City of Fort Wayne, and summarizes the fiscal impact of this annexation upon the city.

A map of the Acura/Chevy Annexation Area is presented on the following page. Figure 1 delineates the Acura/Chevy Annexation Area with major boundary streets labeled.



# FIGURE 1 ACURA / CHEVY ANNEXATION



ANNEXATION AREA



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## SECTION ONE

### BASIC DATA

#### A. LOCATION

The area proposed for annexation is located west of the City of Fort Wayne. It is generally located between Illinois Road on the south, and the Pennsylvania Railroad tracks on the north, Thomas Road on the east, and Ansley Drive on the west. (See Figure 2)

#### B. SIZE

The Acura/Chevy Annexation Area contains approximately 62.2 acres.

#### C. POPULATION

The Acura/Chevy Annexation does not consist of any complete 1990 Census Blocks. Most of the population within the relevant census block is located outside the annexation area. Block statistics from the 1990 U.S. Census of Population and Housing show that 117 persons resided in the census block in which the Acura/Chevy Annexation area is a small part. Based upon the 1990 Census rate of occupancy within the 11 housing units of this annexation area, an estimated 30 persons reside within this annexation area.

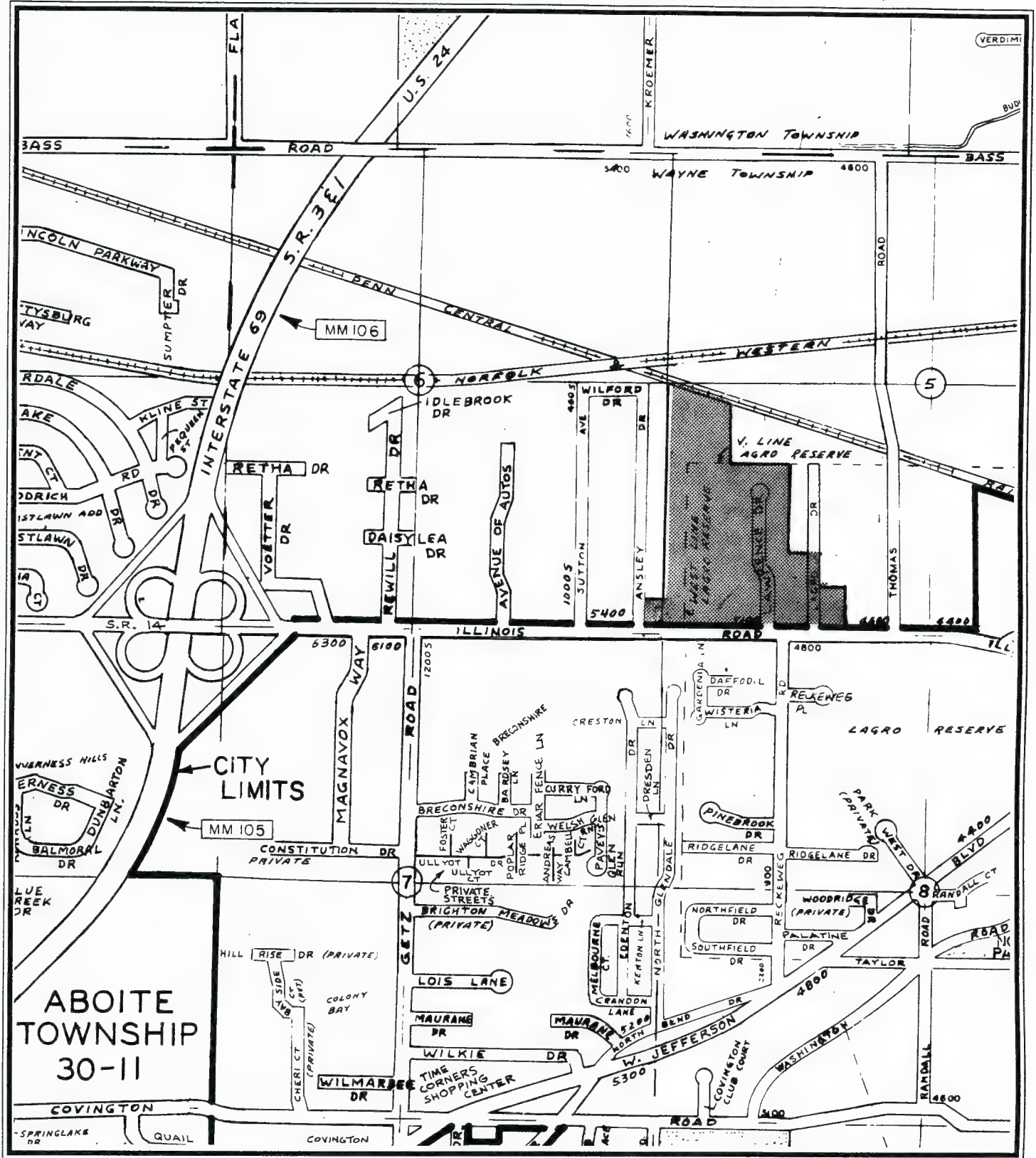
#### D. BUILDINGS

|                       |               |
|-----------------------|---------------|
| Commercial Buildings  | 9 structures  |
| Residential Buildings | 11 structures |

#### E. PATTERNS OF LAND USE

|              | (Approximations) |             |
|--------------|------------------|-------------|
|              | Acres            | Percent     |
| Vacant       | 41.1             | 66.1%       |
| Commercial   | 10.9             | 17.5%       |
| Residential  | 7.2              | 11.6%       |
| Right-of-Way | <u>3.0</u>       | <u>4.8%</u> |
| Total        | 62.2             | 100.0%      |

# FIGURE 2 ACURA / CHEVY ANNEXATION



LOCATION



F. ZONING

The Acura/Chevy Annexation Area currently contains three zoning classifications. All of the area is zoned for commercial use (See Figure 3). Upon annexation, this area will be under the jurisdiction of the City Plan Commission and the zoning classifications will be as follows:

| County Zoning Classification                      | City Zoning Classification    |
|---|-------------------------------|
| C-1A(P) Planned Professional & Personnel Services | B1A Limited Business District |
| C-3 General Commercial                            | B3B General Business District |
| C-3(P) Planned General Commercial Business        | B3B General Business District |

G. TOPOGRAPHY

The Acura/Chevy annexation area contains several basic soil classifications: Blount Silt Loam (BmA, BmB2), Morley Silty Loam (MrB), and Pewamo Silty Clay Loam (Pe). It has been determined using U.S. Geological Survey Maps that the area has a nearly level to moderate sloping relief.

H. ASSESSMENT

|  |             |
|--|-------------|
| Total Assessment of Land and Improvements: | \$1,654,480 |
| Total Assessment of Personal Property:     | \$1,359,490 |
| Total Assessed Value:                      | \$3,013,970 |

I. NET TAX RATES (1993 PAYABLE 1994 RATES)

|                   |                                      |
|-------------------|--------------------------------------|
| Existing: (Wayne) | \$ 6.946346                          |
| After Annexation: | \$ 8.894482                          |
| Increase:         | \$ 1.948136 (28.04 percent increase) |

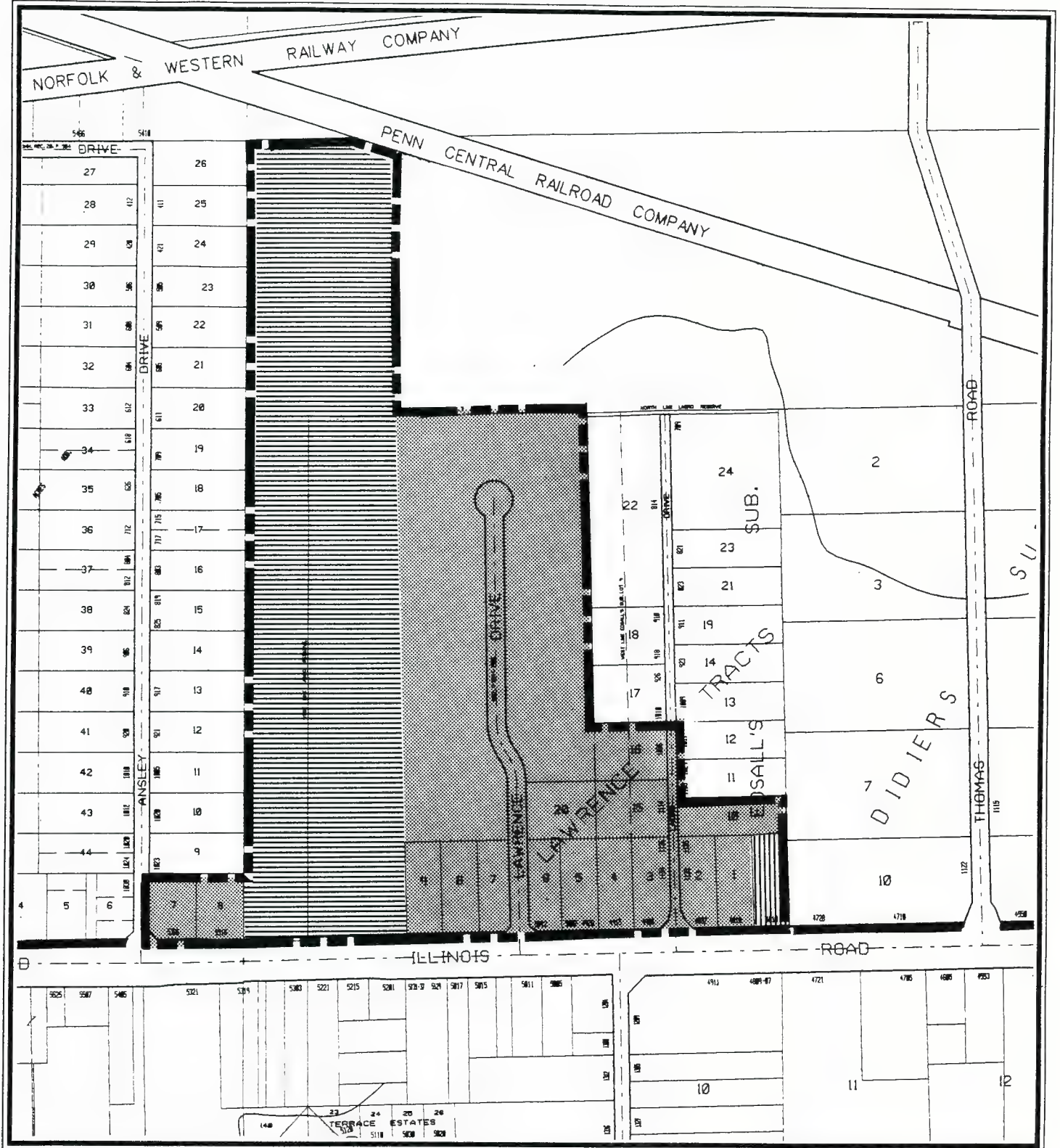
J. COUNCIL DISTRICT

The Acura/Chevy annexation area will be initially assigned to City Council District 4, subject to any later statutorily-required reapportionment.

K. CONTIGUITY

The Acura/Chevy annexation area is over 24 percent contiguous to the City of Fort Wayne.

# FIGURE 3 ACURA / CHEVY ANNEXATION



## ZONING



C-3

General Commercial



C-1A (P)

Planned Professional &  
Personal Service



C-3 (P)

Planned General Commercial



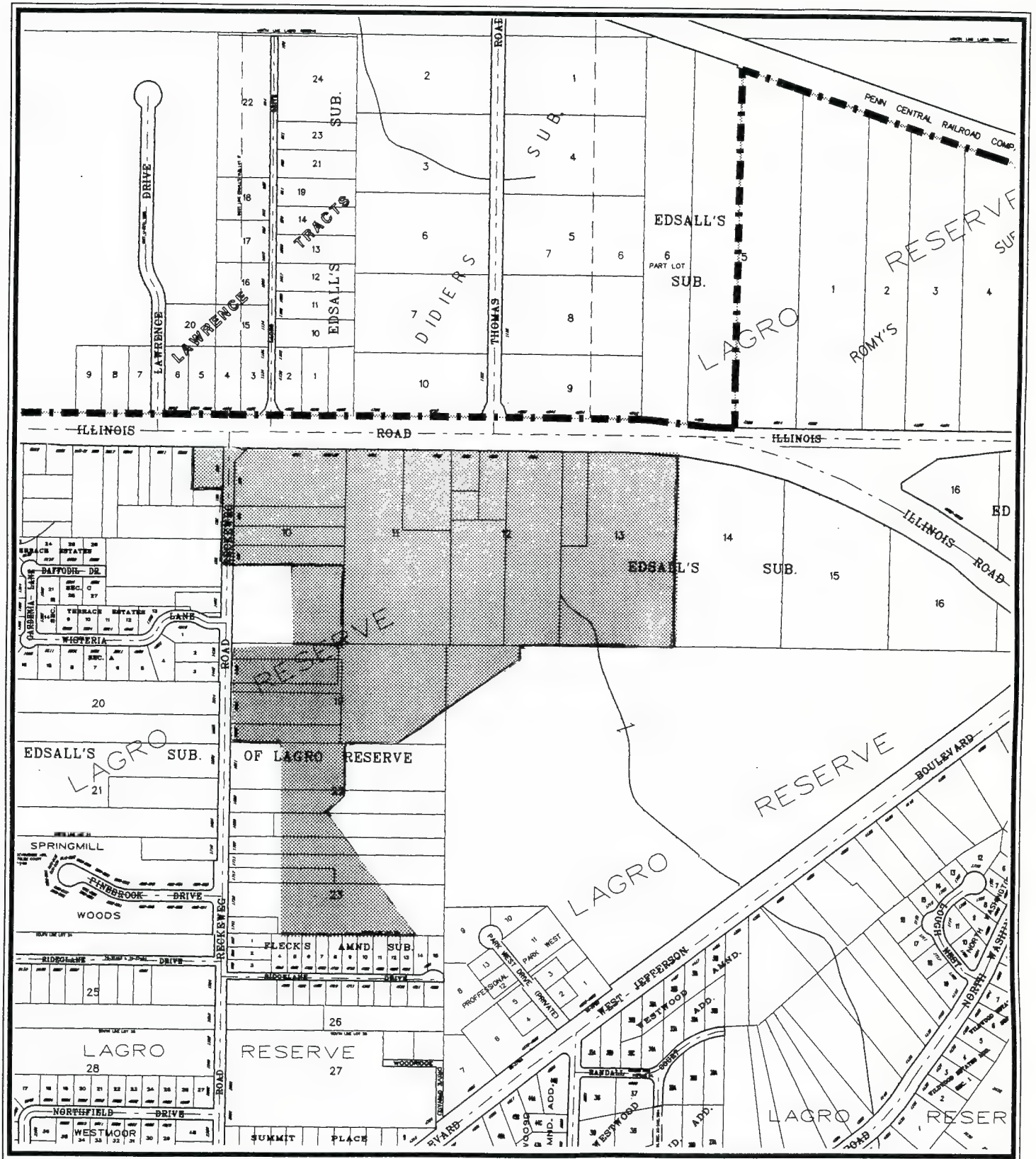
L. SELECTED AREA WITHIN CORPORATE BOUNDARIES WITH SIMILAR TOPOGRAPHY, PATTERNS OF LAND USE AND POPULATION DENSITY

As the City of Fort Wayne has uniform service standards throughout its corporate boundaries, all areas of similar topography, patterns of land use and population density receive the same level of service. A representative area within the City comparable in topography, patterns of land use and population density to the Acura/Chevy annexation area is due south, across Illinois Road within the Time Corners Annexation Area (See Figure 4 on page 6 and the Comparison Chart below).

|                          | Acura/Chevy Area   | Time Corners Area  |
|--------------------------|--|--|
| Topography:              | 0% to 6% slope   | 0% to 6% slope   |
| Soils:                   | Blount, Morley,<br>and Pewamo Soils                                  | Blount, Morley,<br>and Pewamo Soils                                  |
| Patterns of<br>Land Use: | Predominately<br>Vacant, with<br>Commercial, and<br>Residential land | Predominately<br>Vacant, with<br>Commercial, and<br>Residential land |
| Population<br>Density:   | Less than 1 person<br>per acre                                       | Less than 1 person<br>per acre                                       |

No area within the City with similar topography, patterns of land use and population density as the Acura/Chevy Annexation is receiving services higher in standard or scope than those services proposed for the Acura/Chevy annexation area.

FIGURE 4  
TIME CORNERS AREA



COMPARABLE AREA



## SECTION TWO

### The Comprehensive Annexation Program

The annexation of the Acura/Chevy area is part of a larger, comprehensive annexation program that was developed in a report prepared by the Department of Community Development and Planning in 1975 and which was subsequently updated in 1976. The Annexation Policy and Program Study was the culmination of a year and a half of extensive study and is used as a policy guide for the City's annexation program. The report recommends that "all urban land contiguous to the City limits should become part of the City" as should "all non-urban land required to complement the annexation of urban land and provide the ability to control and manage urban growth." Because the Acura/Chevy area met this criteria in 1975-1976, the report identified it as part of a larger area (WAY-1) which was recommended for annexation.

Since 1976, six areas targeted for annexation within the (WAY-1) area in the Annexation Policy and Program Study have been annexed. These areas include: the Auto Mall, the K-Mart West Addition, Bostwick, Colony Bay, Breconshire, and the Magnavox Way Annexation.

## SECTION THREE - STATE LAW REQUIREMENTS

### A. INTRODUCTION

When pursuing an annexation, a municipality must be sure that the proposed annexation is in accordance with the State Law. The existing statute (IC 36-4-3) provides cities with two options for annexing areas. An annexing city must meet the guidelines of a least one of the options. The two options are:

1. The area must be at least one-eighth contiguous (12.5 percent) to the municipality and it must meet at least one of the following three conditions:
  - (a) have a population density of at least three persons per acre;
  - (b) be zoned for commercial business, or industrial uses;
  - (c) be at least sixty percent subdivided.
2. The boundaries of the annexation area must be at least one-fourth contiguous (25 percent) to the municipality and the area must be needed and can be used by the municipality for its development in the reasonably near future.

In both instances, the municipality must also prepare a written fiscal plan. The fiscal plan must provide cost estimates of the services to be furnished to the annexed territory, together with the methods of financing such services.

The Acura/Chevy Annexation area meets the first option which has been established to determine the validity of annexations. The remainder of this section will explain how the Acura/Chevy Annexation area meets this requirement.

### B. ONE-EIGHTH CONTIGUOUS

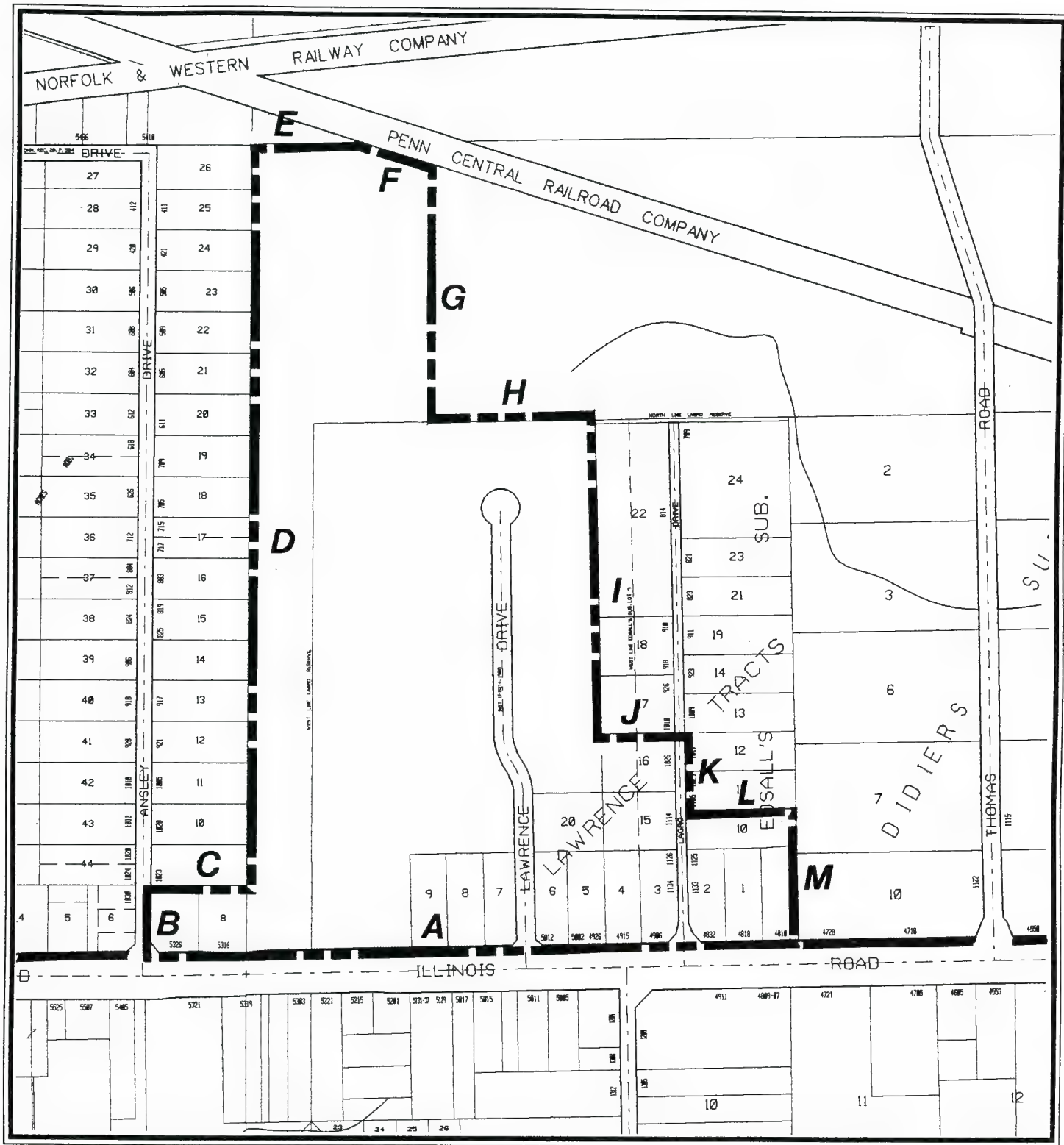
The Acura/Chevy Annexation area meets the following conditions for annexation. First, it is over 24 percent contiguous to the City of Fort Wayne. Second, the area is commercially zoned. Therefore, this annexation easily meets the 12.5 percent contiguity requirement mandated by State Statute.

### C. CONCLUSION

The Acura/Chevy Annexation area should be annexed into Fort Wayne because it meets the annexation requirement which has been established by the State Legislature.



**FIGURE 5**  
**ACURA / CHEVY ANNEXATION**



## CONTIGUITY

## CONTIGUOUS

**A. 2121.7'**

**2121.7' (22.8%)**

## NON-CONTIGUOUS

**B. 231.7'**

**C. 361.7'**

**D. 2340.0'**

E. 359.3'

**F. 143.3'**

**G. 848.3'**

H. 608.3'

I. 1006.7'

**J. 263.3'**

**K. 248.5'**

L. 351.8'

**M. 421.7'**

TOTAL

**7184.6' (77.2%)**

## SECTION FOUR

### MUNICIPAL SERVICES

This section of the Fiscal Plan projects costs and methods of financing municipal services for the Acura/Chevy Annexation area. How and when the City plans to extend non-capital services and capital improvements is also outlined in the following pages. The following section demonstrates how the City will satisfy the requirements of Indiana State Law in provision of services and financing of same in an equitable manner. The municipal services described in this section are analyzed according to the needs of the Acura/Chevy Annexation area, the costs of providing services, and funding sources. It should be noted that the costs of providing municipal services have been rounded off to the nearest dollar and are calculated at today's dollar value. In addition, costs to provide municipal services to the Acura/Chevy Annexation area will be inflated in the Financial Summary Section, which follows this section.

As required by State Law the annexation area will receive planned services of non-capital nature in a manner equivalent in standard and scope to those non-capital services provided to areas within the corporate boundaries that have similar topography, patterns of land use, and population density. In addition, the annexation area will receive services of a capital improvement nature in the same manner as those services provided to areas within the corporate boundaries that have similar topography, patterns of land use, and population density.

All services both of a non-capital nature and of a capital improvement nature described in subsequent subsections of the Municipal Services Section will be provided to the Acura/Chevy Annexation area in a manner equivalent in standard and scope to those capital and non-capital services provided to areas within the corporate boundaries that have similar topography, patterns of land use, and population density, including but not limited to the Time Corners Area.

#### A. POLICE DEPARTMENT

The services provided by the Fort Wayne Police Department include the prevention of crime, the detection and apprehension of criminal offenders, assistance for those who cannot care for themselves or who are in danger of physical harm, resolution of day-to-day conflicts among family, friends, neighbors, and the creation and maintenance of a feeling of security in the community. The Police Department is involved in legal work, such as participation in court proceedings and the protection of constitutional rights. It is also responsible for the control of traffic and the promotion and preservation of civil order.



The Police Department has projected the number of police officers needed to protect the Acura/Chevy Annexation area. Statistics, including the number of calls for service and the average response times, were obtained from the Communications Department's Computer Aided Dispatch System (CAD) to project service needs and costs in the proposed annexation area.

It has been estimated that there will be 50 calls for service in the proposed annexation area annually. As a result, the Police Department has determined that no additional personnel will be needed to make the additional service calls to this area. Due to the extremely low number of projected calls for service, the additional workload will easily be assumed by the Fort Wayne Police Department. This area is almost exclusively a business district and will require only periodic checks or patrolling by District 5 units.

The cost to provide protection to this proposed annexation will be \$761 per year. The cost is based upon an officer's average hourly rate of \$19.32 multiplied by an estimated service time of 45 minutes spent per call for 50 calls. This yields a cost of \$724.50. An additional 5 percent or \$36.22 for other direct nonpersonnel costs is added to the above. This results in a total cost of \$760.72.

Funding for police services in the annexation area will come from the Civil City Budget of the Police Department which is derived primarily from local property taxes through the General Fund.

|                                   |       |
|-----------------------------------|-------|
| CAPITAL COSTS:                    | \$ 0  |
| ESTIMATED ANNUAL OPERATING COSTS: | \$761 |

#### **B. FIRE PROTECTION**

It is not clear at this time as to whom will ultimately provide fire service to the proposed annexation area. The reason for the confusion is that this area "appears" to lie within the jurisdiction served by the Southwest Allen County Fire District. If it is determined that the area is not within the Southwest Allen Fire District, then the City is obligated to provide fire service.

If the Fort Wayne Fire Department is responsible for providing fire protection services to the Acura/Chevy Annexation area services will be provided immediately upon annexation. The services provided include fire protection and suppression, emergency rescue, fire prevention and fire inspection, EMS support response on life hazards, hydrant maintenance, and public education.

Due to the small territory and its location next to other city covered areas, operating costs will be minimal. It is estimated there will be 5-10 calls for service per year in this area. The average 1992 operating costs per run is approximately \$1,040.

Therefore, the Fire Department will incur costs of approximately \$10,400 per year to provide fire protection to the area. No additional equipment will be needed to provide service to the proposed annexation area.

Primary response for fire protection in the Acura/Chevy Annexation area will come from Station #2 at 2023 Taylor and backup response from Station #7 at 1622 Lindenwood. The response time is estimated to be 5-7 minutes.

|                                   |          |
|-----------------------------------|----------|
| CAPITAL COSTS:                    | \$ 0     |
| ESTIMATED ANNUAL OPERATING COSTS: | \$10,400 |

### C. EMERGENCY MEDICAL SERVICE (EMS)

At the present time, Three Rivers Ambulance Authority is the only provider of ambulance service to City residents. Three Rivers Ambulance Authority is currently providing emergency medical services (life-threatening and non-life-threatening), and medical transporting of all persons within the community. Emergency responses are in conjunction with the local volunteer ambulance service with no required response times at present.

Using service run records over the past several years, as many as six EMS ambulances will be stationed at different locations throughout the community. Upon receiving a request for service from the annexation area, the ambulance closest to the area will be dispatched to the annexation area. In addition, for some emergencies such as heart attacks, the Fort Wayne Fire Department will provide extra assistance. Primary assistance will come from Station #2. The Fire Department trains a number of its personnel so that each fire station has an emergency medical technician. Therefore, if needed, fire fighters are able to administer medical treatment to residents before the ambulance arrives.

The method of financing Emergency Medical Services is based on user fees. The current charges for ambulance service are shown below:

1. \$120 plus \$5 per loaded mile for non-emergency transfer scheduled 24 hours in advance.
2. \$170 plus \$5 per loaded mile for non-scheduled non-emergency transfers.
3. \$380 plus \$7.50 per loaded mile for all emergencies for City and non-City plus \$30 fee for emergency response.

This method of financing permits service to be extended to the annexation area with its existing budget, while no additional manpower or equipment will be needed to service the annexation area.

|                       |     |
|-----------------------|-----|
| CAPITAL COST:         | \$0 |
| ESTIMATED ANNUAL COST | \$0 |



#### D. SOLID WASTE DISPOSAL

The Solid Waste Department currently oversees garbage and non-freon appliance collection with the City of Fort Wayne. The service is provided through a contract with Waste Management Inc. This contract is scheduled to expire on December 31, 1994. Currently, garbage service is paid via a \$5 per month user fee per single family household subsidized with property taxes. The amount of property tax residents of the Acura/Chevy Annexation area will pay to subsidize solid waste collection is negligible. In the future, the City may award new contracts for garbage, yard waste and curbside recycling. These new services would possibly increase the user fee to \$6.50.

In addition, the Solid Waste Department oversees the composting program at 5510 Lake Avenue, and contracts with Appliance Recycling Centers of America Inc. (ARCA) to pick up illegally dumped freon appliances. Residents of the annexation area will be able to take up to 1/2 ton of yard waste to the composting site at no charge. Residents will also be able to contact ARCA for collection and recycling of their freon appliances for \$35 per appliance.

Upon annexation, Fort Wayne will provide residential garbage collection to the Acura/Chevy Annexation area in the same manner as it provides garbage collection to comparable areas within the City. The City currently contracts with Waste Management of Fort Wayne to supply this service.

These services will be available to the residents of the annexation area immediately upon annexation. It will not be necessary for the City to hire additional personnel or purchase additional equipment to provide these services.

|                        |     |
|------------------------|-----|
| CAPITAL COST:          | \$0 |
| ESTIMATED ANNUAL COST: | \$0 |

#### E. TRAFFIC CONTROL

The City's Traffic Engineering Department will assume responsibility for traffic control in the annexation area immediately after the effective date of annexation. Some of the services that can be provided by the department are surveys and investigations of traffic conditions and problems. The department also provides installation and maintenance of traffic control devices such as stop lights and control signs. Since no additional signing or painting is required in the area, no additional personnel or material costs are initially anticipated. The added area should result in a minimal reduction of services to the remainder of the city.

|                        |     |
|------------------------|-----|
| CAPITAL COST:          | \$0 |
| ESTIMATED ANNUAL COST: | \$0 |

#### **F. STREETS AND ROADS**

The incorporation of the Acura/Chevy Annexation area will add .5 miles of streets to the City street system. Of this total, there are .18 miles of residential streets and .32 miles of commercial roads, all of which are in fair condition.

The Fort Wayne Street Department will be responsible for the general maintenance of all streets in the proposed annexation area immediately upon the effective date of annexation. General maintenance includes snow and ice removal as well as berm work.

Leaf removal, street sweeping and grass mowing are all under the auspices of the Street Department. The Street Engineering Department will provide engineering services and construction supervision for all streets, alleys and sidewalks that will be constructed within the annexation area. The provision of these services to the annexation area will require no additional personnel or equipment. The citywide average cost for general street maintenance is \$5,912 per mile of street per year. Therefore, the annexation will cost the city approximately \$2,956 per year in street maintenance costs.

The Street Department has determined that the annexation of the Acura/Chevy area, in addition to the other annexations along Illinois Road, will necessitate the purchase of a one-ton truck with a snow plow. The total cost for this truck is \$30,000. Other annexation areas along Illinois Road will utilize the services provided by this truck, and therefore will share the financing of its purchase. The Acura/Chevy area will be responsible for 63.33% (\$18,999) of the total cost of the truck. These costs will be incurred as a capital expense the first year of annexation.

The funding source for street maintenance is the Street Department budget which is made up of funds from the Motor Vehicle Highway (MVH) Program. The Street Engineering Department funds come from the MVH, and Local Arterial Roads and Streets (LRS) Programs.

|                        |          |
|------------------------|----------|
| CAPITAL COST:          | \$18,999 |
| ESTIMATED ANNUAL COST: | \$ 2,956 |

#### **G. PARKS AND RECREATION**

Residents of the proposed annexation area will have access to city park facilities such as swimming pools, baseball diamonds, picnic facilities, golf courses, indoor and outdoor skating facilities, etc.

The Fort Wayne Parks and Recreation Department will trim and prune trees within public rights-of-ways per the Comprehensive Tree Maintenance Program within the proposed Acura/Chevy annexation area. The department will also be responsible for any tree removal



or treatment that poses a public safety hazard. At the time of annexation a street tree survey would be done to determine how many trees would be needed, only if curbs and sidewalks exist. The cost per tree is \$32.

CAPITAL COST: \$0  
ESTIMATED ANNUAL COST: \$0

#### H. WATER

The Fort Wayne Water Utility is presently serving all portions of the Acura/Chevy Annexation area. Also, when the area is annexed into the City, the property owners who are using the Fort Wayne Utility System will no longer have to pay the out-of-City rate.

CAPITAL COST: \$0  
ESTIMATED ANNUAL COST: \$0

#### I. FIRE HYDRANTS

The City of Fort Wayne pays the Fort Wayne Water Utility \$221.26 annually for each hydrant located within the City. The money the City will pay the Water Utility for hydrant maintenance will be taken from the General Fund.

Currently the Acura/Chevy Annexation area contains 8 fire hydrants, of which 4 are currently owned by City Utilities. As a result, the City will pay the Water Utility \$885 a year after the area is annexed into the City.

CAPITAL COST: \$ 0  
ESTIMATED ANNUAL COST: \$ 885

#### J. SANITARY SEWERS

Presently, the Fort Wayne Department of Water Pollution Control (WPC) provides sanitary sewers to portions of the Acura/Chevy Annexation area. The Fort Wayne Department of Water Pollution Control will provide engineering services as needed for additional sanitary sewers. If additional sanitary sewer service is desired, the City's Water Pollution Control Department has the capability to provide this service. However, residents will first have to petition to the Board of Public Works. Residents will also have to pay for such a service. Upon annexation, residents will be able to take advantage of the Barrett Bonding process which permits residents to make long-term, low interest payments for their sewers.

CAPITAL COST: \$0  
ESTIMATED ANNUAL COST: \$0

K. STORM SEWERS

Upon annexation, the Fort Wayne Department of Water Pollution Control will consider storm sewer installation upon petition by property owners. The City will provide engineering services for such a project. Certain storm drainage improvements may be funded from the City's Storm Water Utility. Emergency and routine maintenance of public drainage systems which are up to City standards will be the responsibility of the City's Sewer Maintenance Department after annexation. Most stormwater improvements are funded through either Stormwater Utility funds, property owner participation funding, City Council COIT money, occasional grants or through private development.

|                        |     |
|------------------------|-----|
| CAPITAL COST:          | \$0 |
| ESTIMATED ANNUAL COST: | \$0 |

L. STREET LIGHTING

It is the goal of the City to light every intersection in Fort Wayne, to reduce night accidents, aid in police protection, facilitate the traffic flow, and inspire community spirit and growth. The City will place city-standard street light at all intersections within the Acura/Chevy Annexation area that do not have them. In order to expedite the installation of street lights, residents should petition the Street Lighting Department. The City will pay the construction costs for the installation of city-standard lighting with overhead wiring at the unlit intersections where residents desire this type of lighting.

These capital costs will be funded predominately from the General Fund. Operating costs will be paid by the City through the regular department budget.

The Street Light Engineering Department has determined that 3 lights will be added in the first year of annexation at a cost of \$600 per light, totalling \$1,800. The total energy and maintenance costs associated with this within this annexation is estimated at \$225 per year. No additional manpower or equipment will be needed for this annexation.

|                        |         |
|------------------------|---------|
| CAPITAL COST:          | \$1,800 |
| ESTIMATED ANNUAL COST: | \$ 225  |

M. ANIMAL CONTROL

The Fort Wayne Department of Animal Control will provide various services to the Acura/Chevy annexation area immediately upon the effective date of annexation. The services this department will provide, include, but are not limited to, the sheltering of stray animals, response to animal complaints and emergencies, 24-hour service (seven days a week including holidays), canvassing for unconfined strays, trap rental, pet adoption, and a humane



education program. With the volume of potential pet owners being very low, the department anticipates minimal additional impact and negligible expense.

|                        |     |
|------------------------|-----|
| CAPITAL COST:          | \$0 |
| ESTIMATED ANNUAL COST: | \$0 |

N. ADMINISTRATIVE SERVICES

All administrative functions of the City will be available to the Acura/Chevy annexation area residents immediately upon the effective date of annexation. These services include, but are not limited to, the Law Department, the City Plan Commission, the Mayor's Office, the Board of Works, the Metropolitan Human Relations Commission, the City Clerk's Office, the Citizen's Advocate Office, etc. General administration includes all of the regulatory and program functions for the various City departments. When the area is annexed, City departments will be notified and will expand their jurisdictional areas accordingly.

The costs of these services cannot be directly related to the size and population of an area. Consequently, this plan does not include cost estimates. However, expansion of administrative functions is possible. Funding comes from a variety of sources, including the General Fund, the State and Federal Government.

|                        |     |
|------------------------|-----|
| CAPITAL COST:          | \$0 |
| ESTIMATED ANNUAL COST: | \$0 |

## SECTION FIVE

### PLAN FOR HIRING GOVERNMENTAL EMPLOYEES DISPLACED BY ANNEXATION

It is not anticipated that, due to the annexation of the Acura/Chevy area, any governmental employees will be eliminated from other governmental agencies. However, if any government employee is displaced as a result of this annexation and makes application with the City of Fort Wayne for employment within thirty days after displacement, such employee will be treated as if the employee were a City employee on "lay-off" status for purposes of hiring for any vacant position similar to the government position from which the individual was displaced.



## SECTION SIX

### FINANCIAL SUMMARY AND RECOMMENDATION

The purpose of this section is to project the revenues and expenditures of the proposed Acura/Chevy Annexation area. This section will also provide a five year summary for the years 1995 to 1999 of the expenditures compared with the revenues.

#### A. REVENUES

Property taxes are the main source of revenue to be received from the Acura/Chevy Annexation area. Property taxes are computed from the gross amount of assessed valuation in the area which can be obtained from the office of the Wayne Township Assessor. The formula for computing tax revenue is shown in Table 1.

TABLE 1  
TAX REVENUE FORMULA

$$\frac{V-E}{100} (T) = TR$$

WHERE: V = Assessed Valuation  
E = Home Mortgage Exemption (\$1,000)  
T = City Tax Rate  
TR = Tax Return

The total assessed valuation of the Acura/Chevy Annexation area is \$3,013,970. The home mortgage exemption is deducted from the total. There are eleven residential structures in the proposed annexation area. Assuming that the property owner is eligible for a home mortgage exemption of \$1,000, the total taxable assessed valuation is \$3,002,970. Property tax revenue for 1994 can then be determined by applying the City tax rate to this figure (See Table 4) giving a total property tax revenue of \$72,230. Using a 4.0 percent annual rate of inflation, the property tax revenue for 1996, the first year taxes would be due in the Acura/Chevy Annexation area, would be \$78,124. If we apply a 66 percent abatement (as proposed by the City for taxes due in 1996) to this figure, the net revenue becomes \$26,562. A portion of this revenue would be supplied from the State Property Tax Relief Fund. A 33 percent abatement is used to calculate property tax revenue for 1997, with full taxes payable in 1998.

The Acura/Chevy annexation will also enable the City to receive additional money from the Motor Vehicle Highway (MVH) and from the

Local Arterial Roads and Streets Fund (LARS). These funds are allocated based on street miles. In 1992, the City received \$6,316 per street mile in combined MVH and LARS Funds. This annexation will add .5 miles to the City's street system. Therefore, the City will receive an additional \$3,158 from MVH and LARS Funds. These funds will be received yearly beginning one year after the effective date of annexation.

The following table shows the area's Taxing District Rate.

TABLE 2  
TAXING DISTRICT RATE

|                           |               |
|---------------------------|---------------|
| Corporation General       | \$1.5893      |
| Corporation Debt Service  | 0.3402        |
| Police Pension            | 0.0970        |
| Sanitary Officers Pension | 0.0175        |
| Park General              | 0.3468        |
| Redevelopment General     | <u>0.0145</u> |
| TOTAL                     | \$ 2.4053     |

In addition to property taxes and highway funds, the City receives revenues from the Community Development Block Grant, the Cigarette Tax, County Option Income Tax, County Economic Development Tax, and the Alcoholic Beverage Tax. Some of these funds are based in part on the City's population. Since population is only one element of a very complex distribution formula, the direct contribution of the Acura/Chevy Annexation cannot be calculated. Still, most of these funds will increase with city population increases.

#### B. EXPENDITURES

Expenditures which were reported in the section on Municipal Services are summarized in Table 3. Capital costs are one time expenditures, while operating costs are continuing expenses. Since the needs of the annexation area must be treated equally with the needs of other similar areas in Fort Wayne, all capital improvement projects must follow routine city procedures which often require petitioning.

On the following page Table 3 details the costs that will be incurred by each department upon the annexation of the Acura/Chevy Annexation area. These costs do not reflect the inflation factor used to calculate the five year revenue summary shown in Table 4.



TABLE 3  
EXPENDITURES

| DEPARTMENT               | CAPITAL COSTS | OPERATING COSTS |
|--------------------------|---------------|-----------------|
| Police Department        | \$ 0          | \$ 761          |
| Fire Department          | 0             | 10,400          |
| EMS                      | 0             | 0               |
| Solid Waste Disposal     | 0             | 0               |
| Traffic Control          | 0             | 0               |
| Streets                  | 18,999        | 2,956           |
| Parks                    | 0             | 0               |
| Water                    | 0             | 0               |
| Fire Hydrants            | 0             | 885             |
| Sanitary Sewers          | 0             | 0               |
| Storm Sewer              | 0             | 0               |
| Street Lighting          | 1,890         | 225             |
| Animal Control           | 0             | 0               |
| Administrative Functions | 0             | 0               |
| TOTALS                   | \$20,889      | \$15,227        |

C. FIVE YEAR SUMMARY

The Five Year Summary shows the projected expenditures compared with the tax revenues expected in the Acura/Chevy Annexation area for the first five years after it is incorporated into the City of Fort Wayne.

The summary automatically includes for each of the five years a five percent inflation factor for capital expenditures, a four percent inflation factor for operating costs, and a four percent increase factor for City revenues.

Property tax revenue from the annexation area will not be collected until 1996. Assuming the area is annexed on February 28, of 1995, assessment will not occur until March of 1995, with revenues being collected in 1996. Since revenues are not collected for one year after the effective date of annexation, the City will experience a loss of \$15,097 in 1995. On the following page, Table 4 details the revenues minus the expenses for the Acura/Chevy Annexation over the next five year period.

TABLE 4  
REVENUES MINUS EXPENSES

| YEAR   | EXPENDITURES  | PROPERTY<br>TAX REVENUE | MVH &<br>LARS | BALANCE       |
|--------|---------------|-------------------------|---------------|---------------|
| 1995   | \$34,097      |                         |               | -\$ 34,097    |
| 1996   | 16,470        | \$26,562                | \$3,158       | 13,250        |
| 1997   | 17,128        | 54,437                  | 3,158         | 40,467        |
| 1998   | 17,813        | 84,499                  | 3,158         | 69,844        |
| 1999   | <u>18,526</u> | <u>87,879</u>           | <u>3,158</u>  | <u>72,511</u> |
| TOTALS | \$104,034     | \$253,377               | \$12,632      | \$161,975     |

D. RECOMMENDATION

This Fiscal Plan, which meets the State Law requirements that a fiscal plan be prepared, shows that the Acura/Chevy Annexation is in accordance with the applicable state statutes. Therefore, it is recommended that after passage of the annexation ordinance and its approval by the Mayor, this area should be annexed by the City of Fort Wayne on February 28, 1995.

## APPENDIX

### ACURA/CHEVY ANNEXATION LEGAL DESCRIPTION

Part of the SW 1/4 of Section 5, T30N, R12E, 2nd P.M., Wayne Civil Township, Allen County, Indiana, and part of the SE 1/4 of Section 6, T30N, R12E, 2nd P.M., Wayne Civil Township, Allen County, Indiana, containing 61.4 acres, more or less, and more particularly described as follows:

Beginning at the intersection of the east line of the SE 1/4 of Section 6, T30N, R12E, 2nd P.M., Allen County, Indiana, said line also being the East line of Ansley Acres (Plat Book 10B, pages 54-55, Office of the Allen County Recorder) with the northerly right of way of Illinois Road (formerly Indiana State Road 14, Project No. S-387 (4), 1963); thence westerly along the northerly right of way of Illinois Road, said line also being on the boundary of the Magnavox Way Annexation Area (Ordinance No. X-03-82), to the westerly right of way of Ansley Drive (Plat Book 10B, pages 54-55, Office of the Allen County Recorder and Indiana State Road 14, Project No. S-387 (4), 1963) and also being on the boundary of the Auto Mall Annexation Area (Ordinance No. X-03-93); thence northeasterly and northerly along the westerly right of way line of Ansley Drive and also being on the boundary of the Auto Mall Annexation Area (Ordinance No. X-03-93) to the southeast corner of Lot 44, Ansley Acres; thence easterly along the southerly line of Lot 44, Ansley Acres extended easterly and the southerly line of Lot 9, Ansley Acres to the southeast corner of Lot 9, Ansley Acres; thence northerly along the east line of Ansley Acres, said line also being the west line of the SW 1/4 of Section 5, T30N, R12E, 2nd P.M., Allen County, Indiana to the north line of the SW 1/4 of Section 5, T30N, R12E, 2nd P.M., Allen County, Indiana; thence easterly along the north line of the SW 1/4 of said Section 5 to the south right of way of the Consolidated Rail Corporation (formerly the Pennsylvania Rail Road); thence southeasterly along the south right of way of the Consolidated Rail Corporation to a point 496.43 feet normal distance east of the west line of the SW 1/4 of said Section 5; thence southerly parallel with and 496.43 feet normal distance east of the west line of the SW 1/4 of said Section 5 to the north line of LaGro Reserve in T30N, R12E, 2nd P.M., Allen County, Indiana; thence easterly along the north line of said LaGro Reserve to a point 117.41 feet west of the northwest corner of Lot 9, Samuel Edsall's Subdivision of LaGro (Deed Record 30, page 160, Office of the Allen County Recorder) thence southerly parallel with the west line of Lot 9, Samuel Edsall's Subdivision of LaGro and along the westerly line of Tract Number 4, Tract Number 15, Tract Number 16, Tract Number 17 and Tract Number 18 as shown on a Certificate of Survey by W. Carlisle Duell dated July 24, 1940 (Plat Book 21A, page 8, Office of the Allen County Recorder) and said westerly line extended northerly, to the northwest corner of Tract Number 16 on said W. Carlisle Duell



Survey; thence easterly along the north line of said Tract Number 16 and said north line extended easterly to the easterly right of way of LaGro Drive; thence southerly along the easterly right of way of LaGro Drive to the northwest corner of Tract Number 10 in said W. Carlisle Duell Survey, thence easterly along the northerly line of said Tract Number 10 to the westerly line of Didier's Subdivision of LaGro Reserve (Deed Record 64, page 172, Office of the Allen County Recorder); thence southerly along the westerly line of Didier's Subdivision of LaGro Reserve to the northerly right of way of Illinois Road (formerly Indiana State Road 14, Project No. S-387 (4), 1963) and also being on the boundary of the Times Corner Annexation Area (Ordinance No. X-21-68); thence westerly along the northerly right of way of Illinois Road and the boundary of the Times Corner Annexation Area to the point of beginning.

